

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. V.—No. 13.] WASHINGTON, THURSDAY, SEPTEMBER 28, 1837. [WHOLE No. 143.

FOREIGN MISCELLANY.

From the United Service Journal.
ECONOMY OF A MAN OF WAR.

No. III.

"Not winds to voyagers at sea,
Nor show'rs to earth more necessary be,
Nor to the thirsty boatswain flip,
Than is a Purser to a ship."

We have now to introduce one of the most generally known characters afloat, though not always the most justly appreciated; one whose official routine must proceed with all the regularity of clock-work, whether he himself be on board or ashore. Such is the

PURSER.—This is an officer who, from having charge of the ship's provisions, clothing, fire, light, and other necessities, enters into personal communication with the whole ship's company; he is, therefore, more open to remark than any of his messmates. But it is more owing to the ordinances of the higher boards, than to the individuals themselves, that their charge has been so mixed up with the various acts of insubordination and mutiny which have been fomented by the improper supply and allotment of food to the seamen. In the celebrated statement of grievances made by the delegates of the fleet in 1797, the victualling was a serious ground of discontent; but it was the custom, and not the dispensing officer, that was complained of. It is true, the noted "purser's pound" was loudly discussed, and the restitution of "honest weight" strenuously insisted upon; the opprobrious name, however, was applied to the order by which the purser was duly authorized to retain an eighth of the general distribution for waste, while the men received only seven-eighths of that supplied by Government; and though the *soubriquets* nip-cheese, quill-driver, pound-and-pint-idler, poor-sir, skin-flint, and other epithets typical of *cymini sectores* flew about somewhat unmercifully, they were directed rather in raillery than in anger.

This officer has a highly responsible station, both from the extent of his trust, and the complex accounts which he is required to keep. It is, therefore, necessary that he be a duly qualified man; for which reason it is now ordered that none be admitted to that appointment who shall be less than twenty-one, or more than thirty-five years of age; and he must have been rated as, and have actually discharged the trusty and confidential duty of, Captain's clerk, in one or more of his Majesty's ships, for two complete years; or having discharged that office for twelve months, and the duty of clerk to an Admiral's secretary for one other year. By the general duties of his warrant, he receives all the ship's provisions, slops, tobacco, and victualling-stores, and distributes them according to the established rules of the navy; upon urgent occasions he has to purchase and provide such necessities; and, finally, he must account to the proper authorities for the same. His charge is, therefore, of a truly important nature; and accordingly, that obligations so extensive should be conducted without injury to the service, the Purser must not only produce certificates of good conduct, but must find two competent sureties for the due discharge of his trust, who are required to enter into a bond to his Majesty, in a penal sum, which is regulated according to the class or rate of the ship to which he may be appointed; a sum varying from 400*l.* to 1,200*l.* He is directly accountable to the victualling board;

and is amenable to all the laws, customs, and observances of the navy when afloat. Such is his duty, and to assist him in the performance of its arduous obligations, a steward, of ability to undertake the custody, is under his immediate orders, who has, in large ships, a "Jack-in-the-dust" as his assistant.

It has been rather vexatious to the whole body of Purser that, while their profits have been greatly over-stated, their labors have been as generally under-rated; but we can assure any landsman who may cast his eye over our lucubrations, that no duties in a ship, if zealously and faithfully discharged, are at all over-paid. Their rank has also suffered in public estimation from the surreptitious mode in which it could be obtained, even up to the close of the last war. There had always been great irregularities in the appointments; and we ourselves have met with Purser of line-of-battle ships, who have not been at sea more than three or four years, while numbers of their seniors were then serving in sloops; and there were instances of youths, whether of merit or demerit is of no import to the question, having had frigates for their first appointment. Even established navy-agents were allowed to remain as Purser of ships in ordinary or building; men who, it is well known, if ordered to sea, would rather resign than comply; yet who were enabled to realize sums of money, by exchanging with some one anxious for active employment, when the vessels, of which they were "standing warrants," were about to be commissioned. We trust that the regulations of July, 1814, have for ever clapped a stopper on such 'long-shores, and that they may again be allowed to "receive the difference" at the expense of those who really serve their country with heart and ability.

Such abuses, however, were sufficiently galling to the body of Purser, who were taking the rough and the smooth of their station, in all climates and seasons; and they also felt that their consideration on board was not equal to the tenor of their charge. Nor was this feeling without ground, for though they had no reason to complain of the conduct and carriage of officers in general towards them, there are a thousand slights which the sensitive mind can feel, and yet may be unnoticed by others. Perceiving this anomaly, it was the first Lord Melville's intention to reform their situation in a "commissariat" of established rank. Nor was the inconvenience arising from the want of promulgated respect a question of mere feeling; it was pointed out in an address to the Admiralty, in 1808, that, in consequence of not holding any rank, Purser were subjected to all the insults attendant upon prisoners of war in France, who were not considered officers; and that many of them were actually in want, owing to their being stinted to the allowance paid to fore-mast-men. The consequence of this petition was an application from the Transport Board to the French Minister of Marine, stating that Purser in the British navy were actually considered as commissioned officers, though not virtually so; and it was represented that the French Purser brought to England were treated in every respect as officers. To this the Gallic functionary laconically answered, that "the commissaries in the French navy had rank; they were commissioned officers." This reply proves that it was a real grievance which was complained of; but it savors less of truth than of the *tranchant* style which the "imperial" diplomatist then indulged in. We have seen enough of their ships to estimate the light in which their Purser are held; and Vial du Clairois thus defines the Station: "*COMMIS des vivres. C'est celui qui est chargé de la distribution des vivres de l'équipage, sous la direction du lieu-*

tenant en pied, qui doit y être présent, pour le bon ordre, dans les vaisseaux du roi; le *commis* est placé, par le munitionnaire, et aux ordres du capitaine et du lieutenant en pied, *sans aucun rang à bord.*"

Pursers in the English navy had immemorially been considered among the standing warrant-officers, or those borne on ships in ordinary, as the boatswain, gunner, carpenter, and cook; where they were placed on the dock-yard cheque, for pay according to the vessels rate, with an allowance of provisions for themselves and a servant. But on the 1st of July, 1814, an order in Council was issued for strictly regulating the appointment, and fixing the rank of this "useful and deserving class of officers." By that regulation they were allowed half-pay, on a scale graduated according to the length of servitude, under similar forms and restrictions with those imposed upon the bearers of commissions; and it provided against those leaps of interest which had proved so injurious to the corps, by ordaining that no Purser shall be capable of being appointed to a fourth or fifth rate, who shall not have been two years confirmed on the list; nor to first, second, or third rate, till he shall have been five years a warranted Purser. The important order was rendered additionally welcome, by the Prince Regent's conferring on them the comparative rank of a naval lieutenant, and consequently that of a captain in the army.* Still the half-pay of the junior portion of the list was but a sorry equivalent for the subsistence which they had surrendered; and the Pursers in general, who had been led to expect that the naval commissariat was to be assimilated to that of the land service, were greatly disappointed.

Such being the Purser's state and station, we will now accompany the individual on board. His novice as Captain's clerk will already have initiated him into the arcana of naval book-keeping; he will therefore be competent to his warrant as far as the mere accounts are concerned; but he will find that there are other duties which require his constant attention, the correct performance of which will protect his interests, and save him from being wilfully "sweated."

The strict observance of impartiality ought to be his principal rule of action, since it simultaneously ensures justice and stifles discontent. A correct and regular distribution of provisions is so universally practised in the navy that it needs no particular mention; but we recommend, on all occasions where the usual articles of food are substituted by some other, as frequently happens when a ship is on a foreign station, that a full explanation of the comparative values be given to the people. Whenever the allowance has been shortened through necessity, the deficiency should be punctually and speedily paid for; and the Purser should be careful to supply a sufficiency of vegetables with fresh meat, that no galley-agitators may murmur about the peas saved thereby.

There are many points of the economy of a British man-of-war deserving of the highest admiration, and which, under salutary discipline, breathe that real equality in essentials, only talked of in philosophism. On the subject of food, there is a standing order in the "Naval Instructions," which is honorable to the service. It leaves to the discretion of commanders

* A clause of this order, by which the promotion of clerks was positively interdicted, "until the number of Pursers be reduced below the number of ships on the list of the Royal navy," was alike unjust and injudicious. A long war had created a number of claimants, whose meritorious and faithful services had already earned the preferment of which they were deprived. Every officer is aware of the heavy drudgery which a Captain's clerk has to wade through; and yet no reward was held out to an honest and diligent discharge of their duty; for the navy, by sale and breaking up, was reduced much faster in number than the Pursers, who chose to die only when called upon so to do.

of squadrons, as well as captains of single ships, to shorten the stipulated allowance of provisions in cases of absolute necessity, according to the exigence of the service; adding, "*All men are, however, to be equal in point of victualling*"; and, therefore, it is hereby strictly forbidden to supply any officer, or other person, at whole, while the rest of the company are at short allowance." Perhaps the virtue of this enactment, which is well seconded by the habits of the service, is in no instance better shown than in the "serving out" of fresh water while cruising in warm climates, where the parched mouth feels inclined to violate all law; and where the tormenting erethism arising from the blood being deprived of its serosity by insensible perspiration and internal exhalation, without the loss being repaired by dilution, teaches how much more absolute are the calls of thirst than those of hunger. Yet all who have served can testify to the rigid adherence to equality in all cases of reduced portions; occasions on which, when the Captain of the ship asks an officer to dine with him, his guest is free to partake of wine or beer; but should he request a glass of water, the steward must demand its repayment. How different this conduct to examples furnished both in ancient and in modern times! Belisarius, on his passage from Zante to Sicily, enjoyed cool water from the depths of the hold, while his men were famishing under a stinted measure of the tepid stuff stowed along the decks; and Jerome Bonaparte, Captain of the *Vétéran* of 74 guns, in his tropical cruise under Admiral Willaumez, in 1806, insisted upon bathing in fresh water, while most of his *équipage* were gasping with thirst.

The Purser is to ascertain from the Commander the time for which the ship is ordered to be victualled, and to assure him that the full quantity of provisions and necessaries for the stated period are taken on board, in sound condition; or, otherwise, object to their being received into the vessel without a survey upon them. He is also to provide the ship sufficiently at all times with coals, wood, oil, candles, lanterns, lamps, mess-kids, steep-tubs, and other utensils; and as this is a point on which the whole crew feel rather freely, he should be very careful in completing his fuel and light upon every occasion which offers for so doing; and it will be but justice on the part of the officers to see that they are not wantonly wasted.

The Purser is frequently to examine into the stowage, security, and preservation of the provisions, wine, and spirits, and to issue out such portions thereof as he shall have perceived to be most liable to decay, informing the Master from time to time, that they may be kept at hand. He will also direct the order and cleanliness of the steward's room, seeing that it is carefully secured after the times stipulated for issuing the rations; and when locked up, taking the key into his own possession. Nor can he be too anxious about the spirit-room, or the drawing off of liquors below; from which most irregular practice so many and such melancholy disasters have occurred. He is to be particularly careful of packages, iron-hoops, bread-bags, and all other victualling stores, as he will be charged with, and must account for, the same; and if he has occasion to shake casks, he should see that the cooper marks the staves and heading, so that there will be little trouble in setting them up again. The old provisions on board are to be the first expended; and if appointed to succeed another Purser, he is to procure an account of when, where, and whence they were received, with the time of warranty, to enable him to comply with that good custom. But if, from unavoidable circumstances, such account cannot be obtained, those who make the transfer must certify the same under their hands. When any of the provisions prove defective in weight or measure, or are actually decayed, the Purser is to acquaint the Captain with the circumstances as soon as possible, that he may apply to the commander-in-chief for a

warrant to survey them; or, in case no senior officer be in company, that he may give such an order himself. If the ship, at the time of survey, is at or near any victualling port, the condemned provisions are not to be thrown overboard, but to be returned to the agent or other instrument. And it must be recollected, that all articles of food under warranty are expressly ordered to be surveyed within seven days of, or as near as possible to, the expiration thereof; to the end that if they are found defective, the value may be charged on the persons by whom the same were supplied.

As tobacco is furnished to the navy at the ratio of two pounds for every man per lunar month, it becomes an important article of the Purser's charge, being demanded and supplied agreeably to the mode in use for obtaining provisions from the royal magazines; and as a recompense for the discharge of this trust, he is allowed a commission of 10*l.* per cent. on the amount of the quantity of tobacco regularly issued, in addition to the reasonable compensation for the unavoidable waste to which it is subject. Slop-clothing and bedding, though demanded by the Captain, are also under the Purser's charge; for the faithful care and accounts of which he is paid one shilling in the pound on the amount taken up by the ship's company, which is limited to the average value of five shillings per man, monthly. But he is neither to issue slops* nor tobacco, generally, without the Captain's directions, nor to an individual unless he has a written order from the Lieutenant of his division. These restrictions were humanely made to check the improvidence by which seamen, in olden times, returned to England, after years of hard service, in debt above their pay to the Purser. Indeed, on a distribution of slops, Jack seems to forget that there will be a pay-day; although he is not noted for a passion to appear in the Government-cut apparel, such slovenly made dress being little adapted for encouraging habits of personal neatness.

When it becomes absolutely necessary to purchase provisions in places where there is no agent, consul, or other official instrument of victualling, the purser is to certify under his hand the remains of each species, if any, on board; and having procured his commander's warrant, he is to execute the service so committed to his management with the utmost circumspection and frugality. In these proceedings he cannot be too careful about his vouchers, especially in procuring a certificate from the governor, or consul, if any, or else from two or three of the most respectable merchants of the place, testifying that the prices charged were the current rates at the time when the purchases were made; and stating the actual currency of exchange with the proportion between the weights and measures used and those of England. Even in the usual channels of victualling on foreign stations, he must be exceedingly attentive in procuring the necessary documents; and he will facilitate the duty by being always ready, when going into port, with his demands for fresh beef and vegetables, and applications for survey, if necessary. As the "Printed Instructions" insist that all supplies of provisions are to be put on board without charge to the Purser, and recommend that, to prevent unnecessary expense to the Crown, the ship's boats should perform this service whenever it is not manifestly inconvenient or detrimental; he should diligently consult with the Captain and First Lieutenant, or the officer carrying on that duty, as to the time most suitable for requesting such assistance; and he should see that every circumstance respecting the charge be duly entered in the log-book.

* The word "slops" is the descendant of "sloppes," which signifies trowsers. In a manuscript account of the wardrobe of Queen Elizabeth, now in possession of Mr. Thorp, of Bedford street, is an order to John Fortescue, Esq., under her Majesty's autograph and seal, for the delicacy of some Naples fustian for "sloppes for Jack Greene, our fool."

The Purser's accounts are extremely multifarious. He is to keep a muster-book, containing the time of entry, appearance, and discharge, of every person belonging to the ship, or borne on her lists, to enable him to vouch the tickets or pay-lists made out by the Captain; a slop-book, wherein he is to make distinct entries of the clothing, tobacco, and bedding supplied to the company; a complete victualling book; a list of men sent to sick quarters; a number-and-content book of the provisions; a quarterly return of fresh meat received; a weekly report of the expenditure and remains of provisions; and duplicates of each of the tickets, receipts and vouchers, and reports of survey; all which papers should be carefully classed, docketed, and kept up to the current day. He is also charged with the clothes and effects of persons who die on board, or are drowned from the ship; and he sells the same at the mast to the rest of the crew, on account of the executors or administrators of the deceased. With his other papers he is also to deliver one which is termed the "voluntary charge," being a detailed enumeration of all the provisions, casks, iron-hoops, biscuit-bags, oil-jars, necessary money, &c., received into his keeping, or for which he has given receipts or vouchers during the time for which the general accounts are to be passed.

As the "Naval Instructions" are rigidly exact in subjecting the Purser's papers to the Captain's signature, those which require it should be sent into the cabin in due time to admit of the necessary examination. This duty has been considered irksome on the one side, and an impeachment of probity on the other; but while the custom is ordered by the supreme authority, both are wrong, since to obey is one of the great sinews of the service. "In advocating the necessity of a Captain doing this part of his duty," observes Captain Griffiths, "I am not desirous to be understood as passing the least censure on the Purser of the fleet, or of attaching the charge of dishonest intention to them. In my servitude in command, with one exception, I have found them worthy. The Government have placed a very large portion of the expenditure in the hands of the Purser, and they it is who have deemed the Captain's sanction, approval, and control necessary." It must be admitted, however, that no means are taken to confer the requisite knowledge of naval book-keeping on the commanders of ships, so as to make their control very effective; nor perhaps should he be expected to sign expenses and disbursements of which he can know little or nothing. But such being at present the law, there is no help for it.

Such are the strictly official duties allotted to Purser, but among the vicissitudes incident to sea life, there are many ostensible ones which they cheerfully undertake. In action, they might be expected to assist the surgeon in the cockpit, and be generally useful below; but though classed among the "non-combatants" of a muster-roll, they have ever proved too mettlesome to claim that right. They have always been ready and eager for boat-service, and the records of our navy bear frequent testimony to their gallantry and courage. How many examples might we not cite from the story of the late wars! We all recollect that, in 1797, Mr. Middleton, of the *Fairy*, when commanding her launch, with only seven men on board, attacked and carried the *Epervier*, a French lugger of two guns, four swivels, and twenty-five men. Mr. Murray, of the *Ambuscade*, took charge of the deck, and made every endeavor to rally the panic-struck crew; and had he been seconded, the catastrophe of that day would have been avoided, since it may be inferred, from what afterwards transpired, that a couple more broadsides would have settled the *Baïonnaise*; and after the unfortunate business of the *Carnation* and *Palinure*, the court-martial eulogized the bravery of Mr. Thomas, the Purser, who was killed in the action. Mr. Maddox, who was slain at the head of the small-arm men on board the

Curieux, in 1805, had frequently taken charge of a boat on cutting-out service; and Mr. Savory, of the *Confiance*, eminently distinguished himself in the assault and capture of Fort Diamante, at Cayenne, in 1809. Mr. John Collman, who was afterwards killed in the sanguinary fight of the *Amelia* with the *Arethuse*, is thus described by James: "With a brace of pistols in his belt, and a broadsword in his hand, did this young man, in the hottest of the fire, take post on the quarter-deck: there, by his gesture and language, he animated the crew to do their duty as British seamen; 'Give it her, my lads!' was an exhortation as well understood as it was obeyed, and the guns of the *Phoenix* dealt increased destruction upon the decks of the *Didon*."

In Sir J. Brenton's gallant contest in the Bay of Naples, in 1810, Mr. Dunn took charge of a division of the main-deck guns during the whole action.

Mr. David Brown, of the *Dominica*, fell under many wounds on the quarter-deck, while intrepidly repulsing the enemy's boarders; and in the battle between the *Shannon* and *Chesapeake*, in 1813, the gallant *Broke* states, that "Mr. Aldham, the Purser, who had spiritedly volunteered the charge of a party of small-arm men, was killed at his post on the gang-way."

Such instances might be readily multiplied did our space admit; but enough has been advanced to show that Purser's do not wholly confine themselves to the cockpit in action. It is true there is a story or two afloat about the safety afforded by the bread-room; but they relate generally to any scamp who had concealed himself there; for that part of a ship has so long been esteemed the asylum of cowards, that Rabelais describes Panurge to have taken refuge therein nearly three hundred years ago. "Wha bleezes noo?" asked a skulker who was sweltering with fear among the biscuits, "wha fires, Jock?" "The enemy," answered a boy near him. "Then put on another bag o' breed to mak me bieldy." This, however, if report tells truly, was not uttered by a Purser, but by one from whom better things might have been expected; one who, when the foe was in sight, became blatant, burly, and boisterous:

"And then he'd look so wondrous grim,
His very shadow fear'd to follow him."

PITCAIRN ISLAND.—Daylight disclosed the dark and elevated form of Pitcairn's Island directly ahead, and shortly after noon we effected a landing at a small and half concealed cove, known by the name of Bounty Bay, having been the spot of the final destruction of the ship *Bounty*, whose relics were yet visible on the beach, as iron ballast, nails, shred of copper, &c. The eastern side of the island, on which the settlement is placed, presents a very picturesque appearance, an amphitheatre rising from the sea, luxuriantly wooded to its summit, and bounded on each side by precipitous cliffs and naked rocks of rugged and fantastic forms. The simple habitations of the islanders are scattered over this wooden declivity, and half concealed by the abundant verdure. The coast is abrupt, rocky, beaten by a heavy surf, and almost inaccessible. Some coral and coral debris are found on the beach of the small coves, but there are no distinct reefs of coral. The population of this small island, only about seven miles in circumference, consisted at this time of eighty persons, the majority of whom were children, and, with the exception of three families of English residents, the whole are the offspring of the mutineers of the *Bounty*. They are a fine and robust people, but far from handsome; they are light, spirited, and intelligent, and speak English and Tahitian fluently. In intellect and habits they form a link between the civilized European and unsophisticated Polynesian. Their food is chiefly vegetable, yet swine, goats, poultry and fish are not wanting. Water is rather scarce, as the volcanic structure forbids the formation of wells, yet it is not till the rain

has been wanting for seven or eight months that any scarcity is felt. Disease is rare, and *feve* or elephantiasis, so prevalent among the Polynesians and islands, is here unknown. The injurious effect of the emigration of the islanders to Thitiens still evident in the restless state of many among them and also in their licentious conversations; yet they invariably speak well of the treatment they experienced there.—*Bennett's Voyage around the World*.

DOMESTIC MISCELLANY.

From the New York Gazette.

FRIGATE ESSEX.

When first she press'd the stream's cool breast,
Hope hail'd her pride of story;
Now she o'erpays hope's flatt'ring praise,
By matchless deeds of glory.—*Arden*.

Mr. Editor, of the *New York Gazette*, will you allow an old friend to ride a free horse to death? If so, so; if not so, *not*. I mounted a hobby a week or two ago, while you held the stirrup, but I hope I shall not go quite so far as him of the adage, "set a beggar on horseback," &c., for I have no inclination to make new acquaintances. Besides, my nag kicks when he sees the river Styx.

To be serious, and good natured, and pleasant, I promise that this time shall be the last, the very last, that I will ever mention the name of the old gallant frigate, the *Essex* of that ilk. She has gone down to the tomb of the Capulets with everlasting honors on her prow. There let her rest. She died in as brave a battle as was ever fought, or will be fought. I scorn to mention names, but Porter, who conducted her to her death, was not a whit behind, either in skill or courage, the great Nelson or the immortal Dutchman, whose name has once been mentioned in these, my ephemeral lucubrations.

There is a friend of mine, living within point blank shot of the place where I am writing, whose father bore a conspicuous place in the *Essex*, on her first cruise to the Indian Seas. I wish he was at my elbow, just at this present, (don't print it, Mr. Editor, this present time, as you did once, because that spoils the gist of the joke.) If Mr. George A. Ward, whose pleasant countenance I have not had reflected on mine for many a month, will call on me, I agree to break my promise, inasmuch as never to speak of the *Essex* again.

It is not within the compass of my recollection to say where that ship was engaged, during the period of her first cruise, and that which succeeded the war of 1812. Neither is it necessary, for others know it better than myself. This, however, I do know—that on the 3d July, a fortnight after the declaration of war against Great Britain in 1812, she sailed hence, and soon after fell in with a fleet of transports, under convoy of a frigate and two bomb-ketches from Jamaica, bound to Halifax, with troops. She cut off a brig, having on board a hundred and fifty soldiers. These she ransomed and disarmed; in the mean time taking a bill of exchange on London for \$14,000, exacting also from them a parole of honor not to serve against the United States till exchanged.

She afterwards captured the British sloop of war *Alert*, of 20 guns, after an engagement of eight minutes. The *Alert* was much injured, had three men wounded, and seven feet water in her hold. The *Essex* did not receive the slightest injury. Because why? She was built in Yankee land, of native oaks, and had on board those who knew how to wage battle of war. Having seen and missed, in consequence of darkness of night, several enemy-ships during a cruise of two months, the *Essex* anchored in the Delaware.

Mr. Editor, I could go into particulars of her, after her cruise in the Pacific ocean; her encounters there; how she protected the American commerce in those

days of peril; I could tell you how she fought the bloodiest battle on record, under the neutral walls of Valparaiso. I could tell you of deeds of valor on that occasion which would make your blood boil, and your hair stand on end like the quills of the porcupine; but you have read them; every lover of his country has read them; and every body will say, as I do, that a more gallant ship than the Essex was never captured by any nation, or by any naval commander, be he a Collingwood, a Nelson, a Van Tromp, or an Exmouth.

Mr. Editor, I glory in the name of the Essex frigate; I glory in the name of the county which received her name. I glory in the remembrance, the recollection of the illustrious patriots, who formed the Essex junto. Why? Because these very men were the germ from which sprang the tree under which we have more than half a century sheltered.

No Equivocation,

No Reserve, but—

OLIVER OLDSCHOOL.

Postscriptum—as the lady said to her lord. Here, a sheer hulk, lies the old Essex. She is to be sold. Let the avails thereof be purchased in a diadem, and that diadem surmount the crown of the successor of Elizabeth; and let that crown, divested as it is of one of its brilliants, never come in competition with the cap which surmounts the head of the figure of Liberty.

From the New York American.

STEAM NAVIGATION.

It is twenty years since the practicability of navigating the ocean by steam was proved in a voyage from the United States to Russia. A project then formed for establishing steam packets between New York and Liverpool was abandoned, from an idea that the quantity of fuel would leave no space for cargo. It was imagined that the ship must be completely equipped and rigged as a sailing vessel, besides having the machinery, engineers, and firemen required for the steam department. The number of passengers it was thought would be inadequate to their expenses.

It is now hardly to be doubted that steam packets across the Atlantic would find ample support. The steamboat Massachusetts arrived in this city a few days ago, from Rhode Island, with 380 passengers, all of whom were accommodated with mattresses and clean bed linen in that excellent vessel. The number of passengers between New York and Rhode Island at present, in a single week, is greater than the amount of travel between those places in a whole year, previous to the employment of steam.

A similar increase may be anticipated from the use of steam across the Atlantic. Individuals could make the voyage to England, attend personally to their concerns, and be back in New York within the compass of a month.

The expense of a steam ship need not surpass that of our present magnificent packets to Liverpool and Havre, while the vessel might be rendered more capacious and commodious. It should have the length of our largest ships of war, and the breadth may be greater; but the depth may be much less.

Sailing vessels move by the opposing impulse of wind and water, and require depth of keel to balance the power of their sails. Steam vessels contain and generate their own propelling power, and exact no greater depth than is required for the accommodation of the passengers. The length of the vessel relieves it from tossing. The breadth, including its paddle wheels, prevents it from rolling. The passengers are thus protected from sea-sickness.

I am told by persons who have voyaged in the Lexington, one of our fastest steamboats, that the vessel has been made narrow and sharp, for the purpose of swiftness, but that the shock produced by her uneasy

rolling in a rough sea is very distressing. Captains of vessels are apt to imagine that what is good enough for them is good enough for others. They boast that habit has accustomed them to the movement, and that the construction of the vessel may make all the difference to a landsman, between a voyage of pleasure and a course of painful and disgusting indisposition.

I annex notices from the latest English papers of present steam operations, as it is a subject of great and general interest. AN OBSERVER.

[The first extract may be found in the Chronicle of Sept. 14, page 166.]

STEAMING.—A Russian steamer leaves Constantinople for Odessa on the 20th of each month. Charge 22 dollars. This route, and thence by way of Hamburg, is the most expeditious and economical way of reaching England.

For the conveyance of travellers going to Persia, an English steamer has been for some time running from Constantinople to Trebizond, at the beginning and middle of each month. The distance is 530 miles, and the fare 30 dollars. An Austrian steamer, however, having been built and placed on this station in May, 1837, the passage will now be probably made once a week, and at a reduced charge.

A steamboat (the Maria Dorothea) leaves Constantinople for Smyrna every Monday, at five o'clock, and makes the voyage in thirty-six hours. An English steamer, the Crescent, proceeds on the same passage in thirty hours. The charge for a passage in either boat is 13 dollars, including provisions. To visit the plains of Troy and the ruins of Assos, the traveller should take his place in the Maria Dorothea only to Mytilene, in the Dardanelles, where he will be landed on the morning of the day after leaving Constantinople; and having explored these classic spots, he may, on the following morning, take the Crescent steamer, which will have arrived in the Dardanelles.

The Levant steamer, which has hitherto run between Smyrna and Athens twice a week, making the voyage in about forty-eight hours, at a charge of 20 dollars for the passage, has been discontinued for some months, in consequence of a dispute with the Greek Government; but there is no doubt that several other steamers are by this time on the station.

The Ionian steamers leave Corfu for Zante on the 8th and 26th of each month, and return on the 12th and 29th. The charge is 2*l.*, the voyage being made in about fourteen hours. The steamers for Ancona leave on the 16th, and arrive there on the 18th. They leave Ancona, on their return, on the 21st or 22d. Charge 6*l.*

The English steamer leaves Corfu on the 29th, touches at Patras on the 31st, to take her mail, and thence proceeds to Malta, touching at Zante, and on to Falmouth; making the voyage of 1,900 miles in about twenty days.

Those who wish to proceed to Egypt or Syria, take the English steamer at Zante, on the 31st of the month. It reaches Malta in three days; the charge being 8*l.* Another steamer leaves Malta on the 20th, and arrives at Alexandria in six days, the charge being 12*l.*; and thence it immediately proceeds to Beroot, in Syria, which it reaches in two days. The charge is 6*l.*—*Guide along the Danube.*

From the New York American.

THE NAVAL MAGAZINE. Vol. II, No. 5, for Sept. New York: J. S. Taylor.—The first article, on Malta, recalls agreeably the origin of the *Knights of St. John*, and much of the early history of the Island. There is, however, through inattention of the printers, some line or so omitted at the very commencement, which makes nonsense of the sentence. We mention this because we have heretofore been annoyed with what seems a want of sufficient care in the mechanical execution of this clever periodical.

Notes in the Pacific are cleverly and fluently written. We extract the description of what appears to us a very queer craft of the Peruvian coast:

"The only communication between vessels and the shore, is in large launches, the surf being usually so high as to render it impossible for ordinary sized

boats to land, and in balsas, a species of boat or canoe, used by the Indians, peculiar, I believe, to this coast. They are constructed of large straw or flag, and frequently of cane lashed together in a bundle, the turns being taken about a foot apart, and drawn well taut. The forward end is tapered off to a sharp point, which turns up like the end of a skate, the other end being cut off square; two of these bundles are lashed close to each other, side by side, from one end to the other; a small hole is generally cut in the straw between them, large enough to contain a bottle of grog, or water, or some other small article.

The Indians, by whom alone these balsas are generally used, sit upon the top of them, sometimes astride, with a paddle, and manage them with exceeding adroitness, venturing into the most dangerous surfs and highest seas. The material of which they are constructed is so light, that they ride the highest wave with ease, and on account of their form, wide in the centre, and high and narrow at the ends, it is almost impossible to overset them; and indeed, should they be overturned by a wave, they will immediately right again and be as good as ever, as from the manner in which they are built, having no cavity, they contain little or no water. All that any one who knows how to manage them skilfully is exposed to, is getting wet, which troubles an Indian very little, as he generally goes out on them nearly naked, and frequently altogether so. They are so light that one man can lift them with little or no exertion, and the Indians, when they land, generally take them upon their shoulders to their huts, where they set them up to dry. These Indians bear the character of being most rigidly faithful and honest when any trust is reposed in them, and though employed in smuggling money to an immense amount, themselves miserably poor, and dependent almost entirely upon fishing for their sustenance, seldom is so much as a real, twelve and a half cents, missing from the amount entrusted to their charge. The balsas of Coquimbo, the only other place I believe where they are used, differ from those of Huanchaco only in being covered with seal-skin."

Passing to and over the rambles of Christopher Grum, though not without dipping here and there into them, and finding ourselves well rewarded for doing so, we come to "A Review of recent Geological Reports, by an officer of the United States Navy," which is highly creditable in execution, and, so far as we may judge, in science. It does justice too upon the self-constituted *U. S. Geologist*, whose romances are suffered occasionally to appear in the columns of the *National Intelligencer*. We have not space to make extracts from this review, but commend it to the attention of all who interest themselves in such inquiries. As an act of justice, however, to a meritorious officer, Lieut. Mather, we copy the following note appended to the review:

"Since the receipt of this article, the Committee of Publication have been requested to insert in the *Naval Magazine* the following letter of Professor Mather:

"Many of the readers of the *Naval Magazine* have probably seen the late Geological Report of 'G. W. Featherstonhaugh, U. S. Geologist,' upon a geological tour to the Coteau des Prairies. There is no such office recognized by the acts of Congress as U. S. Geologist, a title assumed by Mr. F., in consequence of his having been a daily employé on geological duties under the orders of a Topographical Bureau, which is a sub-office of the War Department.

"Mr. Featherstonhaugh and myself were associated under the orders of the Topographical Bureau, and were directed to make a geological survey of the country between Green Bay and the Coteau des Prairies, and were called on for separate reports. While engaged on that survey, I made a sketch of the topography of the country adjacent to St. Peters River, and took the bearings and comparative lengths of all the

bends, so as to form a map of all the meanderings of the stream, with a view to illustrate the minute, as well as general geology, by references from my report. Mr. F. had no share in the original preparation of the materials for this map. In his published report of that survey is a topographical map of the St. Peters, which he had plotted from my original notes, by an officer in the Topographical Bureau, and it comes before the world as a map of the St. Peters, "by G. W. Featherstonhaugh." It is a copy of mine on a smaller scale, except that he has extended the courses of the streams far beyond where we saw them, and put on it the topography of the Coteau des Prairies as he supposes it, for great distances north, west, and south of where we saw it. The public will now understand, not my surprise at the course pursued by Mr. G. W. Featherstonhaugh, for I am not surprised, but my indignation that he should thus appropriate a portion of my labors *without acknowledgment*.

"Under such circumstances, I deem it a duty to myself and the scientific public, to denounce Mr. Featherstonhaugh to the world, for this, as one instance of his appropriating the labors of others to his own uses without acknowledgment.

W. W. MATHER."

WILLIAM WILLIS.—To those who composed the Mediterranean squadron of 1801, and especially the officers of the frigate *Essex*, Capt. Bainbridge, which remained some time at Barcelona, where some annoying incidents occurred, the name of the American Consul, Wm. Willis, Esqr. will be remembered with pleasure. He was then in the prime of life, and possessed of an active, independent, and enlarged understanding, tended much to foster in the estimation of foreigners that high respect for our country, then comparatively unknown, which it soon attained, and which we trust it will ever hold on the shores of the Mediterranean. The services of Mr. Willis were highly appreciated by the officers of the *Essex*, among whom, as first lieutenant, was the gallant Decatur. Mr. Willis afterwards returned to his native country, and was for several years a prominent member of the legislature of Massachusetts. He subsequently moved to Charleston, S. C., where he resided many years, and enjoyed the esteem of all who knew him. He now resides at the villa of Alexander Calder, Esq. in the county of Monroe in this State, where at an age over fourscore, he walks abroad with the vigor of midlife, and converses with a point and spirit that would honor the manliest intellect. He has always kept his mind in perpetual repair, and the incidents of the day take as deep hold as those have done of a period more remote. His recollections are coeval with the war of independence, commencing with the battle of Bunker Hill, in which he bore a part, and embracing every remarkable incident in the history and letters of a subsequent day. As we have said, Mr. Willis is over eighty years of age, but there is nothing of the old man in his conversation; and when we have beheld his venerable form, his erect carriage, and firm step, his grey hair loosely flowing, and his eye still beaming with its original brightness, and listen to the rich variety of his discourse, we feel as if the beautiful conceptions of Cicero in his work on old age were embodied before us, and that temperance and philosophy are as potent and as pleasing now as in the age of the illustrious orator of Rome. We sincerely hope that Mr. Willis may long live to delight his friends by his social communications, and instruct them by his counsel. As for ourselves, we could not omit some notice of a friend whose virtues are so well known to us, and of whom our recollections have been quickened by the handsome tribute to his worth, recently paid by Dr. Harris in his Memoir of Commodore Bainbridge.—*Norfolk Beacon*.

WASHINGTON SARCOPHAGUS.—On Saturday last we were afforded an opportunity of viewing and admiring one of the most creditable specimens of American sculpture that we ever remember to have seen. We allude to a sarcophagus intended for the remains of the father of his country, which has just been completed at the marble yard of John Struthers, Esq. of this city, and which that gentleman is about to present to the surviving executors of the illustrious dead. The sarcophagus is of the form of a coffin, and has been chiselled out of a solid block of Pennsylvania marble, so excavated as to admit of a leaden coffin. The lid is also marble, of the purest whiteness and finest texture. On this is most delicately sculptured the American eagle standing upon a shield, beneath which is seen drapery representing the flag of the Union suspended crosswise from the top of the shield by an arrow. The design, we understand, was furnished by that gifted artist Mr. Wm. Strickland, but the execution is by an exquisitely delicate chisel from the hands of a workman, Mr. John Hill, in the employment of Mr. Struthers. The fleecy fold of the banner, with the bright and polished stars upon it, are beautifully done, and are highly creditable to the skill of the artist. Underneath the shield, the word WASHINGTON is cut in sunken letters, so perfectly clean and neat as to give a feeling of entire chasteness to the whole.

On the foot panel of the coffin, the following words are inscribed:

WASHINGTON.
By the permission of
LAWRENCE LEWIS,
The Surviving Executor of George Washington,
THIS SARCOPHAGUS
was presented by
JOHN STRUTHERS,
of
PHILADELPHIA,
Marble-Mason,
September, A. D. 1837.

We learn that some time since, the Executive of the United States wrote to Mr. Struthers, inquiring the cost, and stating the object of such a sarcophagus as we have described. The letter was promptly responded to, but accompanied with an earnest request, on the part of the artist, that he might be afforded the privilege of constructing and presenting such a sarcophagus. After some little delay, the request was acceded to, and the liberal and patriotic donor immediately set about the work. Being fully completed, it will, in the course of a few days, be despatched to Mount Vernon. We cannot, in terms too strong, express our admiration of the conduct of Mr. Struthers. He has indeed achieved a noble, patriotic, and a laudable action.—*Philadelphia Inquirer.*

From the Charleston Mercury.

INTERESTING RELIC.—As the evidences of our Revolutionary contest, both in the persons and materials instrumental in crowning it with success, are fast disappearing from our view, it was with pleasure, moderated, however, by a reference to the *amor patriæ* of seventy-six, in contrast with the wordy, wrangling, and insincere politics of the day, that we were witnesses of the disinterment of an ancient breast-work at the East end of Sullivan's Island, discovered by Mr. Truesdale whilst digging for a foundation on which to build a house. The removal of the sand and rubbish disclosed the remains of a bulwark of semicircular shape, with transverse logs much decayed. Mr. Truesdale has collected as many as fifty thousand excellent bricks, used in the erecting of the breast-work. The site is supposed to have been that occupied by Col. Thompson with 300 Riflemen of his Regiment; Col. Clark with 200 Regulars of the North Carolina line; Col. Horry with 200 South Carolina Militia, with an eighteen pounder and a field piece, stationed to oppose the passage of Gen. Clin-

ton from Long Island, separated from Sullivan's by a narrow creek. The British General declined crossing, and the attempt to afford aid to Sir Peter Parker, whose fleet was engaged with the Fort, was thus frustrated.

A VENERABLE WHALER.—NICKERSON CHACE, the old gentleman who now keeps the Light-house at Cuttyhunk, has, perhaps, made as great a number of whaling voyages as any other man living. We annex a list of his voyages, and the quantity of oil taken.

		Sperm oil.	Whale oil.
Pacific Ocean	6 Voyages	10,300	
Indian Ocean	3 do	1,500	5,900
Coast of Brazil	5 do	200	7,100
Cape de Verds	2 do	550	
West Indies	4 do	500	
Southward	3 do	300	
	23	13,450	13,000
			13,450
		Total	26,450 bls.

The correspondent, to whom we are indebted for these particulars, says "Chace is deserving of a pension from those interested in the Whale Fishery at New Bedford, and who live in whale palaces there."—*New Bedford Gazette.*

UNEXPECTED AND INTERESTING MEETING.—An affecting scene was exhibited at the Bethel for seamen, in Ann street, yesterday afternoon. A woman pretended a note for her husband, shipwrecked at sea, and supposed to be lost. The note was accordingly made by the Rev. Mr. Taylor, the subject of prayer. Just at the close of the service, however, in walked the husband, himself, who, fresh from dangers escaped, had immediately on his arrival sought the House of God. His blackened face gave signs of the perils he had passed through. He stated that, after remaining upon the wreck three days, he had been taken off and saved. The meeting between the honest tar and his wife in church, under such circumstances, is said to have been interesting in the highest degree.—*Boston Transcript, Sept. 11.*

SELECTED POETRY.

From the American Monthly Magazine.

The occurrence here related took place during the great conflagration in New York, Dec. 16, 1835.

THE NOBLE SAILOR.

It was a fearful night!

The strong flame fiercely sped,
From street to street, from spire to spire,
And on their treasures fed.

Hark, 'tis a mother's cry,
High o'er the tumult wild,
As rushing towards her flame-rapt home,
She shriek'd—"My child! my child!"

A wanderer from the sea,
A stranger mark'd her woe,
And in his generous bosom woke
The sympathetic glow.
Swift up the burning stairs
With daring feet he flew,
While sable clouds of stifling smoke
Concealed him from the view.

Fast fell the blazing beams
Across his dangerous road,
Till the fair chamber where he grop'd
Like fiery oven glow'd.

But what a pealing shout!
When from the wreck he came,
And in his arms a smiling babe
Still toying with the flame.

The mother's raptur'd tears
Forth like a torrent sped,
Yet ere the throng could learn his name,
The noble tar had fled.
Not for the praise of man
Did he this deed of love,
But on a bright, unfading page,
'Tis registered above.

WASHINGTON CITY;

THURSDAY, SEPTEMBER 28, 1837.

A very animated, and in some respects angry, debate, partaking of personalities, has been produced in the House by the Resolution of Mr. Wise, respecting the Florida war. For the particulars, we must refer to the daily papers, as our limits are too small for even a sketch of it. On Thursday last, Mr. Wise consented to modify his resolution by striking out the word "enormous" before "expenditures," because it seemed to imply censure in advance.

Two new sloops of war have been commenced—one at the Boston navy yard, to be called the Cyane, and the other at New York, to be called the Levant. They are represented to be beautiful models, and will be from 50 to 100 tons larger than the sloops now in service.

Major Gen. SCOTT, of the Army, has arrived in this city from Knoxville, T., where he attended as President of a Court of Inquiry, in the case of Gen. WOOL.

The following extract of a letter, from an officer of the army to a friend in this city, corroborates the statement copied into this day's paper from the St. Augustine Herald, respecting the capture of a party of Indians.

"ST. AUGUSTINE, Sept. 12, 1837.

"Information having been received that a number of negroes were digging koonti, for the Indians, about forty miles south of this place, Gen. Hernandez detached Lieut. Peyton, with a company of the 3d Artillery, under Lt. Frazer, two companies of Dragoons under Lieuts. McNiel and May, and two companies of mounted Florida Volunteers, amounting to one hundred and seventy men, for the purpose of capturing them. On the 6th inst., the detachment, accompanied by the General, left Fort Peyton, (seven miles south of this place,) and on the 7th, at Bulow's plantation, five negroes (one of them an Indian negro) came into the camp and gave themselves up. Being informed by the Indian negro, that there was an Indian camp some miles farther south, the detachment started in pursuit, and on the night of the 9th arrived at the camp of the Indians, and surrounded it. On the morning of the 10th, at daylight, the troops charged the camp and captured King Philip and eleven men, women and children; only one, a son of Philip, making his escape. Here information was obtained, of another Indian camp, about nine miles off, and the troops were again put in motion, under the guidance of an Indian, (Tomaka John,) who was captured with Philip.

"The second camp was surrounded during the night of the 10th, and the attack was made at daylight, on the 11th. Twenty Indians, including women and children, were captured, two were killed, and one made his escape. Euchee Billy and his brother were among the captured.

"Lieut. McNiel, a very gallant and promising young officer of the 2d Dragoons, was shot through the breast, by Euchee Billy, while leading his company to the charge, and expired on the night of the 11th.

Yesterday the detachment returned to this place with the prisoners and the body of Lieut. McNiel.

"It is thought that this capture may have a favorable effect on the minds of the other Indians, as Philip is the principal chief on this side of the St. Johns, and Euchee Billy and his brother are also important characters. In Tomoka John and the Indian negro, two important guides have been obtained."

We learn, with regret, by a letter received in this city, by an officer of the army, a few days since, that a serious accident occurred to Lieut. E. S. Sibley, of the 1st regiment U. S. artillery. The following is an extract from the letter, dated

"CAMP, SHA-BA-NAY'S GROVE, Illinois,
Sept. 5, 1837.

"On the 2d inst. I was alarmed by a horseman coming at full speed into camp. All the officers had turned in, except myself. The person who arrived informed me that Lieut. Sibley, our local disbursing officer at Chicago, who had charge of the money for the payment of annuities, was shot through the head, and was about eighteen miles from camp. I immediately relieved the guard, and ordered all, except those on duty, to follow me forthwith. In five minutes, sixteen were mounted and armed, Lieut. Sprague, U. S. A., and myself took the command, and we travelled the distance in one hour and a half. We found Lieut. Sibley at the place mentioned; he had charge of the boxes of specie, and having to unload the wagon at a marsh, while in the act of aiding to reload the boxes, one of his pistols fell from his side on the top of a box; the percussion cap exploded, and the load was discharged full in his face. The ball entered below the left side of his lower lip, ranging upwards, destroying part of his lower and upper teeth, and may probably be yet lodged in the jaw bone. I am, however, happy to state that he is now in camp, attending to his official duties, and out of danger."

ITEMS.

The French men of war brigs L'Esperance and Laurier, which brought Meunier and Boireau to this country, both sailed from New York, the former on Sunday 10th, the latter on Thursday 14th inst. for France.

The Commissary's store at Fort Howard, Green Bay, was destroyed by fire on the 22d ult. From \$15,000 to \$20,000 worth of goods belonging to the United States was destroyed.

The Court of Inquiry ordered for the trial of General Wool, composed of Maj. Gen. Scott, Col. Lindsay, Major Payne, and Judge Advocate De Hart, convened at Knoxville, 4th inst. The Court entered at once on the investigation of the charges preferred by Gov. Clay of Alabama.

A national salute was fired at sunrise, on Sunday morning, the 10th September, at Cincinnati, Ohio, in honor of the ever memorable day on which Commodore Perry "met the enemy and they were ours."

The site for a United States Marine Hospital has been just selected at Louisville, Ky., by Drs. Harney, Cuyler, and Heiskell, of the army.

ARRIVALS AT WASHINGTON.

Sept. 22—Major H. Whiting, Qr. Mr., Gen. Macomb's.
Capt. D. Perkins, 1st Drag. Gadsby's.
25—Maj. W. M. Graham, 4th Inf. Fuller's.
Lieut. J. V. D. Reeve, 4th Inf. do
Maj. J. L. Gardner, 4th Art. Mr. Goldsboro's.
Major T. T. Fauntleroy, 2d Drag. Brown's.
Capt. C. Thomas, 7th Inf. Gadsby's.
27—Gen. J. E. Wool, Insp. Gen. do.

PASSENGERS.

NEW YORK, Sept. 25, per steampacket Home, for Charleston, Lieuts. Benham and Mansfield, U. S. A.

COMMUNICATIONS.

NAVAL GUNNERY.

The inquiry has been frequently made—How was it, that we so far excelled the British in gunnery, and that there should have been so great disparity in execution on board contending ships, during the late war?

I shall endeavor to answer the inquiry, and, in doing so, some facts may present themselves, affording useful lessons, which it would be well, perhaps, to bear in mind for the future. In proceeding to the examination, by which alone we can discover the secret of our superiority, it will not be necessary to go farther back than the period when our "half dozen frigates" were commissioned, shortly after the outrage on our flag, off the Capes of Virginia. We will premise by stating, that those ships were commanded and officered by the gallant men who had so nobly sustained the honor of our flag, under the walls of Tripoli, from whence they had but recently returned, triumphant and distinguished. They were stationed on our coast; and I shall not risk the imputation of boasting, (certainly not with those who knew the ships at the time,) to say, that there never floated on the ocean a like number of ships, so ably commanded, officered, and manned, so efficient in all the grand essentials that constitute perfect men of war, as the little squadron, comprising the American Navy, cruising on the coast of America for a year or two previous to the war. There was an unanimity of feeling, a cheerful acquiescence in the strictest discipline, a spirit of emulation pervading every bosom; from the oldest to the youngest officer, from the veteran seaman to the little "side boy," all were burning with intense anxiety to wipe from our flag the stain, and avenge the wrongs it had sustained from the ships of Great Britain. Actuated by such high motives and feelings, it will not be surprising to learn that every warlike exercise, by which crews could be perfected and prepared for action, was practised daily. The exercise of great guns was the duty before which all others gave way; nothing was permitted to interfere with its regular performance. The captains of the ships, independent of their superintendence at general quarters, frequently attended to the exercise of each gun separately, to see that every man was instructed in all the minutiae, not only in the particular station assigned him at the gun, but in every other, from that of the "first captains" who directed, down to the powder boy who supplied the gun. Besides the general exercise, morning and evening, (a mimic battle,) in which boarding, repelling boarders, extinguishing fire, trimming sails, stoppering rigging, plugging shot-holes, etc., were duly performed, there were divisional exercises almost daily; whenever important duty occupied so many of the crew that an entire division could not be spared, the lieutenants would obtain permission to call their men by single guns. This zeal animated every breast, and prompted to that constant exercise, by which alone the officers and men arrived at that state of excellence, not only in precision but rapidity of firing, before which the flag that had

"Braved a thousand years the battle and the breeze," was so often reluctantly lowered.

The means by which our prowess was attained has thus been briefly shown, but this alone is not sufficient to explain the great disparity in execution which in some cases occurred. That our crews, trained by such officers, should have accomplished all that they did, is not surprising; but that our opponents should have done so little in some cases, may require explanation. They had not lost one particle of that noble daring for which they had been for ages distinguished; nor had they failed in that skill in seamanship, so essential, and for which they were renowned; and, combined with their unflinching courage, had made "Old England" the mistress of the ocean. No ships were ever fought with more undaunted bravery, or

yielded more reluctantly, than they were. Where are we then to look for the causes of the disparity in execution, which we say sometimes took place? On examination, we discover them to have grown out of a *vain confidence* in some important superiority which they fancied they possessed over all other nations at sea. A long series of victories over the fleets and ships of all other nations, seemed to encourage it; their adversaries, depressed by their frequent defeats, and conscious of their inferiority as *seamen*, had, for years, offered but a faint resistance; a few broadsides, before striking their flag, was frequently all that was offered or expected. On reflection, we will not be surprised that a long period of such uninterrupted success, should have intoxicated, and caused them to commit the fatal error of remitting, in a measure, or carelessly performing, those active duties, by an attention to which they had acquired their superiority and high reputation at sea. Not that we believe any thing on their part could have affected the results further than to have made the victors pay more dearly for their conquests. The skill and discipline, added to the zeal of the officers and crews of our ships, could not have been conquered. With our foes, the "half dozen fir-built frigates, with bits of striped bunting at their mast-heads," had been a subject of jest and merriment, from the floor of Parliament to the decks of their ships, from the wise senator to the thoughtless ship-boy; such were the ships of the two nations, at the commencement of the war. Is it to be wondered at, then, that our enemies met with some "*disappointments*?" (as a late English writer delicately styles their defeats on the ocean.) Certainly not.

If, then, the inquiry has been answered satisfactorily, and the secret of our superiority made known, some important lessons necessarily present themselves to our minds. The first is, that skill in practice is *acquired*, and *can only be preserved* by patient perseverance in warlike exercise; and that the high reputation, which our navy has acquired at home and abroad, can only be sustained by preserving the same strict discipline, by devoting the same indefatigable attention to all that can give efficiency to our ships, as did the gallant officers on the ocean and the lakes, who so nobly achieved it? Should we *relax in attention*, and rest satisfied with a *name* already gained, it might possibly, at some future period, lead to mortifications hard to be borne. This admonition appears more necessary at the present moment, as the navies of Europe are straining every nerve to improve themselves. England will not soon forget her "*disappointment*," nor France those she frequently experienced in collision with her old adversary; and with us, a great and important trust devolves on all. It behooves us then to be vigilant. Many of those who commanded and led our ships to victory are advancing in years; the period of their activity will soon pass away. Whilst they live, they are entitled to every honor which can be conferred by the gratitude of the nation, and to the respectful regard of every naval officer; and when the faithful historian in after times recounts the events of that war, their names and their deeds will adorn the brightest pages of its history.

RIFLE CORPS.

THOUGHTS ON THE SUBJECT OF A RIFLE CORPS—
HALL'S RIFLE—THE OLD YAGER—MUSKETS—
COCHRAN'S RIFLE, ETC. ETC.

We have not a single corps of riflemen in the service, and hence the weapon which is most effective when used by Americans, is seldom or never handled by the regular soldier. This is an evidence of the want of nationality in our army, and of the neglect under which it has long labored.

It is useless to say that a portion of the Infantry may at any time be armed with rifles, for much prac-

tice is necessary to acquire skill in the exercise of these arms.

The following considerations will serve to show in some measure the relative advantages of muskets and rifles for Indian warfare.

In target firing at the distance of one hundred yards, but one musket ball in five or six will strike the size of a man; and if there be three buck-shot in the cartridge, these fly so much at random that only one of the fifteen can be expected to strike the same object. An ordinary marksman with a good rifle will scarcely fail to strike every time. Hence but little reliance is to be placed on the musket for sharp shooting, and nearly all the execution done is by random shots. What a small number of Seminoles have been killed since the commencement of this war. At Dade's massacre, from all that we can learn, only eight or ten were killed; at the Withlacoochee, ten or twelve; at Wahoo Swamp, eight; at Gaine's battle, two or three; at Fort Mellon, ten or fifteen, including negroes. Did we believe, however, the newspaper accounts, but few warriors would be left in Florida; while, if the fugitive Creeks be included, the number of our enemy is without doubt as great now as at any period of the war.

The musket, then, has not proved very destructive to our savage foe, and it possesses the following defects when used for light infantry:

1. It is heavy, and kicks so violently with a full charge, that many soldiers do not on this account hold the piece steady.

2. The locks are too clumsy, and when the trigger is pulled, the action of the lock shakes the gun somewhat out of direction.

3. Even should the musket be aimed accurately, the ball will often deviate.

Still the experience of the most civilized nations has established its value as an arm for heavy infantry, and when an enemy is drawn up in regular order any shot five feet above ground may take effect. When troops, however, are drawn up, and fight in open order, as practised in the light infantry drill, random firing does but little execution, and the rifle becomes the appropriate weapon; its superiority is then evident. Can we forget the glorious achievements of Morgan's riflemen in the Revolution, and of Forsyth's in the late war, or the bold exploits of our western hunters, and of the Texians who are armed with rifles? Should a corps of this sort be raised, the best materials might be obtained in nearly every State in the Union, but particularly on the frontier. They would require, however, much discipline, and a perfect acquaintance with the light infantry drill, which might be effected in three or four months under good officers.

There are two kinds of rifle, of the same calibre, now used in the U. S. service:

1. The old yager, which experience has sanctioned;
- 2d, Hall's rifle, which experience has not sanctioned.

The most intelligent and best informed officers and men, who have used Hall's rifle in the Creek and Seminole campaigns, will say that it has the following faults:

- 1st. The locks are not sufficiently protected from the weather, on which account the internal machinery is apt to become rusty and out of order; besides which, the mainsprings break more easily than those of the musket.

- 2d. On a march, either on foot or on horseback, if the gun be loaded, a large portion of the powder is apt to sift out between the barrel and breech; hence the first attempt at firing is often a complete failure, or mere squib.

- 3d. It does not shoot so strong, nor so accurately as the old rifle.

- 4th. More accidents have happened from its use.

- 5th. It is carried with much inconvenience, either on foot or horseback, being badly balanced.

6th. Rust, or other obstacles, will sometimes render it impossible to raise or lower the breech; this is often the case in the hands of volunteers.

7th. The powder and ball flask very soon become unserviceable.

These are inherent defects, not easily corrected, which more than counterbalance the advantage of loading at the breech—its only claim to merit.

About seven hundred of these rifles were issued to the Georgia volunteers, who performed much hard service during the Creek war in the lower part of that State; with almost one voice, they exclaimed against Hall's rifle, and would even prefer the common musket.

Captain Jernigan, a gallant officer who distinguished himself in many fights, much prefers the old yager; his company of one hundred men was armed with yagers, and deserves great credit for its valuable services. The Tennessee troops were at first pleased with Hall's gun, but they soon began to consider the article a cheat. Captain J. M. Washington's company, fourth artillery, was armed with Hall's rifles; that experienced officer said the articles had proved a failure, and possessed the defects enumerated by me. It is useless to say more on this subject: experience, the only sure guide, if consulted, will decide against Hall.

The French, it is said, do not adopt any new invention in service, until it has stood the test of a campaign. Had we followed this wise rule, a large sum might have been saved the Government.

Still Hall's rifle may answer very well for *Arsenal practice*, and would be valuable in the defence of a permanent post, where it would not be used on marches, and might be kept in perfect order.

The above observations may in part be applied to Hall's carbine. The dragoons complain of the powder sifting out, on a scout; it sometimes insinuates itself between the lock and wood-work, blowing off a piece of the stock.

Cochran's rifle made a great noise in the newspapers; but if all are as bad as the one I have, they will never be fit for service. The article in my possession carries a ball of about sixty to the pound, and appears to be well made; it may be fired with great rapidity and certainty for short distances, and would be of great value in close action, but it would not answer for the Seminoles, who keep off to the distance of one or two hundred yards. Over a distance of forty yards, no reliance whatever is to be placed upon this article; at one hundred and fifty it is no more effectual than a pop-gun; besides, when fired, the report is enough to deafen one, and it is necessary to keep cotton stuffed in the left ear. The short distance at which this gun fires accurately, is probably owing to the very limited charge of powder which can be used.

Having disapproved of all other weapons for light infantry, I am decidedly in favor of the old rifle with flint and steel; it has gained many victories, and can gain many more.

Much is expected from the Board of officers now engaged in examining rifles of various patterns; but the best test would be to have them tried in Florida.

SUBALTERN.

PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY, NAVY, &c.

IN SENATE.

TUESDAY, Sept. 19.

The Chair presented a communication from the War Department, with a report of the board of officers appointed at the last session, on the subject of experiments to test certain new inventions in fire arms.

Ordered to lie on the table, and be printed.

THURSDAY, Sept. 21.

Mr. WRIGHT, from the committee on finance, reported a bill making additional appropriations for carrying on the war in Florida, appropriating \$1,600,000,

which was read a first time and ordered to a second reading.

HOUSE OF REPRESENTATIVES.

SEPTEMBER 18.

Mr. CAMBRELENG stated that the Committee of Ways and Means, had received from the Department of War a communication, stating that there were not in the Treasury funds to carry on the war in Florida; and thereupon asked leave to report a bill for that purpose.

Leave having been given, Mr. C. reported a bill "making an additional appropriation for the prevention and suppression of Indian hostilities for the year 1837." The bill was read at large, and then referred to a committee of the Whole on the state of the Union. [It proposes to appropriate \$1,600,000.]

Mr. EVERETT offered the following resolution:

Resolved, That the Secretary of War be directed to lay before this House a statement of the number of Indians employed in the military service of the U. S. since the commencement of the present Seminole war, and copies of all orders and instructions under which Indians have been employed, or have been directed to be employed, in the military service of the U. S. since the commencement of said war. Agreed to.

WEDNESDAY, Sept. 20.

FLORIDA WAR.

The House resumed the consideration of the resolution yesterday offered by Mr. Wise, for appointment of a Select Committee to investigate the causes and delays and failures of the Florida war, and, after some debate, in which Messrs. Holsey, Cushing, and Wise, took part, no conclusion was arrived at, when the hour for the consideration of resolutions expired.

The following resolutions, offered yesterday, by Mr. Patton, were called up and adopted:

Resolved, That the President of the United States be requested to transmit to this House

1st. A copy of all the documents and correspondence in his department, relative to the recall of Major General Scott from the command against the Seminoles and Creek Indians.

2d. A copy of the record of the proceedings of the Court of Inquiry, convened at Fredericctown, in relation to the operations against the Seminoles and Creek Indians, together with the decision thereon of the late and present Executive.

3d. A copy of the orders to Major General Scott, relative to the conduct of his command, and the terms he might offer to the enemy.

4th. A copy of the orders to Major General Jesup, on assigning to him the same command, and all other orders and correspondence with General Jesup, subsequent thereto, which he may deem not injurious to the public service to communicate.

THURSDAY, Sept. 21.

The House resumed the consideration of the resolution heretofore offered by Mr. Wise, for the appointment of a Select Committee *by ballot*, to investigate the causes of the failure, delays and enormous expenditures of the Florida war, &c.

Mr. GLASCOCK moved a substitute, striking out the words "by ballot" and the words authorising the committee to sit during the recess.

Mr. HOWARD of Md. moved to amend the amendment so as to substitute the standing committee on Military affairs for a select committee, which motion he advocated at some length.

Without coming to any conclusion, the House went to the orders of the day.

The Speaker laid before the House a report of the Commanding General, in answer to a resolution of the House of Representatives of the 18th inst., relative to the number of Indians employed in the military service of the U. S. since the commencement of the present Seminole war, and copies of all orders and instructions under which said Indians have been employed, &c.

DOMESTIC INTELLIGENCE.

SEMINOLE WAR.

FLORIDA.—The St. Joseph's Times of the 6th inst. has the following item of intelligence, furnished by Capt. Jenkins of the U. S. steamer Lieut. Izard, three days from Suwannee.

Gen. Jesup left Suwannee for Tampa on the 27th ult., after making a tour for the inspection of the posts. Had a talk with the Indians, about 600 in number, at Camp King, on or about the 23d. Nothing satisfactory grew out of the talk. The Indians seemed to be afraid of the Micasukies. They were told, however, to come in and they would be protected by the whites, or to move south of Hillsborough. The General thinks there is little reliance to be placed in their professions.

Extract of a letter dated

"LAGRANGE, 6th Sept. 1837.

"A friend here, has just received a letter from an officer of the army, dated 14th August. Tampa Bay, Cantonment Brooke, which states that the Fort at Hillsboro' River, called Fort Foster, twenty-three miles from Fort Brooke and Fort Dade, above Fort Foster, had both been abandoned by the troops in consequence of sickness. All was tranquil, and the Indians had not committed any depredations; the mail rider passed through the nation unmolested and had in several instances conversed with the Indians, and that they were friendly, but not disposed to leave the country."

ST. AUGUSTINE, Sept. 13.

IMPORTANT CAPTURE.—*Philip and Uchee Billy taken—Death of Lieut. M'Niel.*—We have the gratification of announcing to our readers the capture of the noted Indian chiefs Philip and Uchee Billy, together with several warriors, squaws, and children, by the forces under General Hernandez, on Saturday and Sunday last.

On Thursday, 7th instant, about 170 men, comprising parts of company F, 2d Dragoons, under Lieut. M'Niel, E and H, 2d Dragoons, under Lieut. May, part of Captain Hanson's company, under Lieuts. Pellicer and Ferreria, and Lieut. Whitehurst's command of volunteer Florida horse, and company D, 3d Artillery, commanded by Lieut. Frazer, took up their line of march from Fort Peyton, on an expedition to the south; the whole battalion under command of Lieut. Peyton, 2d Artillery. Gen. Hernandez in person superintending the expedition with Lieut. Graham, 2d Dragoons, aid-de-camp. Assistant Surgeon Motte accompanied the detachment.

On reaching Bulowville, the battalion took position for the night; the baggage train, under Lieut. Frazer, occupied St. Joseph's. Whilst preparing to move the following morning, five negroes (four of them belonging to Major Heriot) came in and delivered themselves up. They stated that they had left the Indians, and were anxious for the protection of the whites; that the Indians had no intention of emigrating; and that at that time there were parties of them employed south of the Tomoka and east of the St. John's preparing *coonti*.

On Friday morning the battalion proceeded from Bulow's, and crossed the Tomoka, near its head, with Philip's John as a guide, leaving orders for the baggage to halt at Tomoka ferry. On Friday evening they saw the fires of the Indian camps at Dunlawton, about half a mile from the site of the burnt houses. They proceeded cautiously, and about midnight the volunteers, under Lieut. Whitehurst, took a position in ambuscade, on two sides of the camp; just at daylight the regular Dragoons, under Lieut. Peyton, advanced to the attack. Lieut. May's company charged, and Philip, with another Indian, and a number of women and children, were immediately captured; only one, the youngest son of Philip, escaping.

This capture was made without loss or bloodshed on either side. The Indian with Philip, known as Tomoka John, offered to conduct the party to the Uchee camp about 10 miles off. They took him at his word, and after a most fatiguing and circuitous march, came up with their fires early in the evening, halted about a mile from them until after midnight,

when they carefully advanced and completely surrounded them. From the barking of their dogs, however, and the fact that their fires were extinguished, the Indians must have suspected, or rather were fearful, that all was not right. At the dawn of day on Sunday, a charge was made by the whole force in two divisions, commanded by Lieuts. Peyton and M'Niel. The Indians were on the alert, and gave one discharge of their rifles, by which Lieut. M'Niel was unfortunately mortally wounded. Some little firing took place, by which two Indians were killed, and two or three wounded.

The whole party, consisting of Uchee Billy, his brother Jack, three warriors, and a number of women and children, were taken; one only made his escape during the night; but without time or opportunity to give the alarm.

General Hernandez and his staff were present, and among the foremost on both occasions.

The whole number captured amounts to thirty-five, who were brought into town yesterday, accompanied by the whole battalion.

The gallant Lieutenant M'Niel lingered until 10 o'clock on Monday night, when he expired. He was a promising young officer, and his loss is universally regretted. His body was brought in and buried with military honors, at 6 o'clock yesterday afternoon.—*Herald*.

LOUISVILLE, CINCINNATI AND CHARLESTON RAILROAD.—At a numerous meeting of the Charleston Stockholders, held in Charleston, S. C., on Saturday, the 9th inst., for the purpose of appointing Proxies to represent them at the general meeting of the Stockholders to be held at Flat Rock on the 3d Monday (the 16th) of October next, Gen. HAYNE, the President of the Company, was called to the Chair, and made a full report of all the proceedings of the President, Directors, and Engineers, since the last meeting of the company. From this report, it appeared, that, as soon as practicable after the adjournment of that meeting at Knoxville in January last, Capt. Williams, the Associate Engineer, and Major McNeill, the Chief Engineer, entered vigorously upon the duties assigned to them respectively. That Brigade of Engineers, composed of scientific and experienced officers, with suitable assistants, had been engaged, and were actively engaged in making the necessary surveys along the whole line from Columbia, in this State, to Lexington, in Kentucky; and it appeared from the latest reports, that these duties had been very successfully performed, and that there was every reason to believe that all the necessary information could be obtained, and a satisfactory report submitted to the meeting to be held at Flat Rock in October. Letters from Major McNeill and Capt. Williams were read, giving gratifying information to the meeting as to the character of the route. The President concluded by announcing his determination to proceed immediately to visit the several surveying parties, with a view to obtaining all the necessary information on the subject of the road, and to advance the work by all the means in his power, and urged upon the Stockholders the necessity of being fully represented at the meeting at Flat Rock, on whose decisions the fate of the enterprise would depend.

Gen. HAYNE has resigned his commission as Major General of the Charleston Division of S. C. Militia. This gentleman has been an officer of the militia for twenty-six years, consecutively, and has filled in succession every station from a subaltern up to that of Major General. Since the death of General EARLE, General HAYNE has been the oldest officer in commission in the State, having served, as above stated, for a period of twenty-six years. The General, we understand, has been induced to take this step, in consequence of his expected absence from his command, arising from his connection with the Cincinnati and Charleston Railroad.

CINCINNATI AND CHARLESTON RAILROAD.—The popular sanction was given at the recent election in that State, to the subscription, by the county court of Fayette county, (Ky.) of one hundred thousand dollars to the work; and the Kentucky Gazette states that the engineers from Lexington, south, have commenced locating the road.

PENSACOLA, Sept. 9.—The U. S. sloop of war Ontario, arrived here on Wednesday evening last from New York. She exchanged salutes with the flag ship on Thursday, and came to anchor off the city.

The cutter Dexter, Capt. Rudolph, and the cutter Woodbury, Captain Green, also arrived this week.—*Gaz.*

CHARLESTON, Sept. 17.—Ship Charleston, Eldridge, Tampa Bay, 12 days, bound to Old Point Comfort, put in for provisions and water. *Passengers*, Captains D. D. Tompkins, Macomber, Lieuts. W. Hoffman, D. E. Hale, M. C. M. Hammond, C. R. Gates, Dr. Byrne, and 154 non-commissioned officers and privates, U. S. A.

The St. Louis Republican states that Gen. Atkinson, by order of the War Department, has accepted the services of 300 mounted volunteers, from Missouri, for the Florida Campaign, under the command of Major A. G. Morgan. The men are to rendezvous at Jefferson Barracks, between the 1st and 15th of next month.

THE EXPLORING SQUADRON.—The Pioneer and Consort have dropped down from the Navy Yard to the anchorage off Town Point, having undergone an entire metamorphosis in the hands of our skilful workmen, in which they were *un-barked*, and reduced to the trim and handsome condition of full-rigged brigs, with the addition of false bows and other alterations, which have so materially improved their appearance that it would be impossible to recognise in them the clump, misshapen things that floated in the same place last spring. It is now believed, by those who ought to know, that they will work well, and perform all that is expected of them, when they shall come to manœuvre among the icebergs of the polar regions, which it was conceded they never could have done in their original trim. We thought then they were the most awkward specimens of modern naval architecture that could be invented, though we did not like to say so; and so thought a brace of pilots, who held this colloquy in our hearing, while leaning over the forward railing of the steamboat Old Dominion, in passing by them, soon after their arrival. "A couple of smart looking craft, I don't think," said one. "Aye," rejoined his messmate, "I wonder where they got the model from." "Why, from some of Admiral Noah's fleet to be sure."—*Norfolk Beacon*.

SERIOUS LOSS.—Yesterday afternoon, Com. James Renshaw, who has just arrived from the Brazil station, had his pocket picked, on board the Providence boat, of \$200 in bills on the banks in this city, and a lot of bills of exchange for £200, drawn by Maxwell, Wright & Co., of Rio Janeiro, on Morrison, Crygen & Co., of London. The Commodore was shaking hands with his son, whom he had not seen for five years, when the rogue took that occasion to empty his pocket. A reward of \$100 is offered for the recovery of the money, and, as "Old Hays" has the affair in hand, the rogue will hardly be long at large.—*New York Courier*.

In the late disgraceful and outrageous attack upon the Montgomery Guards at Boston, one of the soldiers was struck severely upon the breastplate, which bore the device of an *Eagle shielding a harp*, with the motto "Fostered under thy wing, we will die in thy defence." We

are happy to observe that one universal feeling of indignation exists upon the subject of this cowardly and malignant outrage.

COMMONWEALTH OF MASSACHUSETTS.
HEAD QUARTERS,
BOSTON, Sept 16, 1837. }
GENERAL ORDERS.

The Commander in Chief has learned from officers on duty at the Brigade Inspection and Review in Boston, on the 12th inst., that, on the formation of the line of the Light Infantry Regiment, the non-commissioned officers and privates of the City Guards, under the command of a Sergeant, left the field in disobedience to the orders of their superior officers, and in gross violation of military discipline; and that this disorderly example was followed by many of the non-commissioned officers, and nearly all the privates of several other corps of Light Infantry, and one of Riflemen.

The Commander-in-chief forbears to comment particularly on facts, however notorious, which are in a train of official investigation by the proper officers; nor will he attempt to anticipate the consideration which may be had of the case, on due report which may be made of the same, at the approaching session of the Executive Council. But he deems it his duty to the Militia and to the public at large, to issue these General Orders, expressing the deep and painful feelings produced in his mind, by conduct so unbecoming the citizen and the soldier. He feels that this occurrence is calculated seriously to shake the public confidence in the Militia, inasmuch as it has shown, that a large portion of those, on whom firm reliance was placed for the support of the laws and the preservation of the peace, in time of need, have allowed themselves, (it is feared by previous concert,) to engage in a deliberate violation of the laws by a public desertion of their duty; and to set an example, —too promptly followed,—of conduct tending directly to the subversion of order, and to the grossest outrage on the feelings, rights, and persons of unoffending fellow-citizens, actually engaged in the performance of a duty enjoined by law.

The Commander-in-chief deems it equally his duty, and it is one which he takes great pleasure in performing, to express his high satisfaction at the conduct of that portion of the Militia on duty at the time, as well officers as privates, who remained firm at their posts; and his warm approbation of the exemplary behavior of the MONTGOMERY GUARDS, under the trying circumstances in which they were placed, in the course of the day.

The Commander-in-chief desires to impress it upon the minds of the Militia, as their first duty in time of peace, to contribute, in every way prescribed or authorized by law, to the preservation of the public order and peace. Any act of a contrary tendency on their part will be doubly pernicious, and will be regarded as in the highest degree reprehensible, by all good citizens. He feels entire confidence that the duties imposed by law, in reference to an occurrence of such high and painful moment, will be faithfully discharged by all the field and company officers to whom they pertain; and that the feelings and conduct of all of every rank composing the brigade will be such as to restore the public confidence in the Militia, as a safe dependence for the protection of the peace of the community and of the authority of the Laws.

By order of the Commander-in-chief.
H. A. S. DEARBORN,
Adjutant General.

U. S. SCHOONER SHARK, }
Constantinople, May 21st, 1837. }

Editors of the New York Times.

Gentlemen: The following is a list of the officers attached to the U. S. schooner Shark, which they wish you would be kind enough to publish for the information of their friends:

George F. Pearson, *Lieut. Comd'g*; Wm. D. Porter, *1st Lieut.*; Henry A. Steele, *2d Lieut.*; John C. Holland, *Acting Purser*; W. J. H. Robertson, *Acting Master*; Daniel Egbert, *Passed Assistant Surgeon*; *Passed Midshipmen*, Charles Steedman, J. M. Cooke, J. L. Heap; W. Tillotson, *Midshipman*; Joseph Hoban, *Captain's Clerk*; C. L. Wood, *Gunner*; John

Tuttle, *Sail-maker*; John Young, *Boatswain*; James Van Cott, *Carpenter*; James Evans, *Purser's Steward*.

We left Marseilles the 1st of May for Tunis, for the purpose of conveying Com. Porter to this place, where we arrived on the 18th. His health is very much improved. It is Com. Porter's intention to close his affairs here, and return to the United States by autumn.

This capital is in a very quiet state. The plague, which has been raging violently, has nearly ceased. No danger is to be apprehended except by actual contact with a case.

The Sultan is away at present on a tour of inspection to some of his fortresses on the frontiers of Russia.

The best possible state of feeling appears to exist among the authorities towards our Government and its representatives. Our vessel was suffered to pass the Dardanelles without a firman, which was owing, however, to Com. P. being on board, though that is altogether unusual. There is a "firman" waiting for the Constitution to pass.

You are aware, no doubt, that Gov. Cass, and his family and suite, are on board the Constitution, cruising along the coast of Italy, Greece, &c., and will be here in about two months, from whence we accompany them to the coast of Syria and Egypt.

The officers and crew of this vessel are all well. Not a single case on the sick list.

June 9th.—No change on board the vessel. The plague is very moderate. We hear and see less of it than a person at home.

CONSTANTINOPLE, July 26.—General Cass, it is said, in consequence of the panic which the exaggerated reports of the plague's ravages had spread on board the U. S. frigate Constitution, suddenly left this on the 22d instant, and sailed for Candia, where he expects to meet Mehemet Ali.

MISCELLANY.

From the Naval Magazine.

MALTA AND ITS KNIGHTS.

On the 16th of April, 1831, we arrived at Malta, after passing in full view the islands of Goza and Cumino. The former contests with Malta and other places, particularly one near the entrance of the Gulf of Tarentum, the distinction of having been the residence of Calypso and her nymphs. One of the cliffs of Goza is lofty and precipitous, and looks enough like the place drawn in our school books, from which Telemachus was cast into the sea by Mentor. If it be the enchanted isle, it wears no appearance of enchantment from the coast; parts of it, however, are represented as highly fertile. Ovid describes it as barren, and Malta as fertile—the very reverse of modern descriptions. Goza is a marquise, and has a considerable revenue. Cotton, wrought into a cinnamon colored cloth, is grown there and at Malta, much of which is exported to Barcelona. Being a more lucrative product than corn, not enough of the latter is cultivated for the consumption of the islands; they are obliged to draw large supplies from Sicily, which originally furnished Malta with the greater part of its soil. If the inhabitants would devote themselves exclusively to the raising of corn, enough might be obtained for the consumption of the population.

Malta is one of the best fortified positions on the globe. The entrance to the principal harbor is narrow, but it becomes sufficiently spacious, and perfectly secure after getting in. Formidable batteries frown in command on either side, and every thing visible to the eye manifests the triumph of art over nature.

Few places have changed masters more often than Malta. The Phœnicians, the Greeks, the Cartha-

genians, the Romans, the Goths, the Saracens, the Normans, the Knights, French, and English, have successively held it. In the year 1530, the Emperor Charles V. collected at Syracuse the Knights of St. John of Jerusalem, who had been expelled by the Turks from Rhodes, and established them at Malta, in perpetual independence and sovereignty; upon condition of repressing the piracies of the Barbary States, and protecting the pilgrimages of Christians to the Holy Land.* In 1566, it was attacked by a powerful army of Turks, and suffered great straits in the siege,—the knights being finally shut up in the castle of St. Angelo, which forms one of the principal fortresses of the island and harbor. All their efforts to take it were ineffectual, although the besiegers had thirty thousand men. More than two hundred and sixty Knights fell in the siege; there perished, besides, in the defence of the place and island, more than eight thousand soldiers and citizens.

* The order of Malta was first instituted in the Holy Land. "Several merchants of Amalfi," says Malta Brun, "so effectually conciliated the good graces of the Saracen prince who reigned at Jerusalem, that they obtained permission to build a chapel there, which was finished in 1048, and called St. Mary of the Latins. The Holy Sepulchre having been frequented by a great number of pilgrims, above all from the oriental countries, the same merchants constructed an oratory, which they consecrated to St. John the Baptist, and to which they attached a hospital, with brethren for its service. These brethren, from the nature of their functions, took the title of Brothers Hospitalers, and in consequence of the name of their church, that of Brethren of St. John. Jerusalem and the Holy Land having been conquered by Godfrey of Boullin, and the Brothers Hospitalers having rendered eminent services in these circumstances, Godfrey gave them possessions. His successor, Baldwin, confided to their guard different places, fortresses as well as cities. Then, in a general chapter, they elected, for grand master, Raymond de Podid, who united them all in a religious order, and constrained them to make the vows of chastity, poverty, and obedience. He gave them the octagon cross and black mantle, and divided them into three classes—knights, chaplains, and serving men at arms. This reunion took place towards the close of the eleventh century, and was approved by the Pope. The valor and glorious actions by which the order signalized itself, attracted to its coffers great riches. During two hundred years the Knights sustained the continual attacks of the Turks, and maintained themselves, in spite of them, in Syria and the Holy land. But having lost, in 1191, Acre, their last city, they turned towards the coast of the island of Cyprus, which they preserved during two hundred and thirteen years. At this epoch they began to take the name of the Knights of Rhodes, but in 1522, after a long and vigorous resistance, they were driven from it by Soliman II., and retired at first to the island of Candia, from which they departed, some to Venice, some to Viterbi, and other places in Italy, but principally to Nice and Savoy. Charles V. collected them afterwards at Syracuse, where they remained but a short period; this prince having ceded to them, in 1529, the island of Malta and Goza, and having charged them with the defence of Tripoli, which he then had possession of. In virtue of this cession, they obliged themselves, by oath, to make perpetual war against the Turks and corsairs, and promised, first that they would never abuse the cession of these islands to the prejudice of the Kingdom of Spain; secondly, that the right of patronage to the bishoprick of Malta should belong always to the king of Spain, as sovereign of Sicily, in such a manner that the prince should have the right of selecting one of three subjects, who should be presented or nominated by the grand master; thirdly, that the captain of the galleys should be an Italian, and never a suspected foreigner by the Court of Spain; fourthly, that if the order should, at a future day, regain possession of Rhodes, or should fix its abode anywhere else, the ceded isles should repass under the domination of the king of Spain, as sovereign of Sicily; and, fifthly, that, in sign of vassalage, the order should depute every year, *a la Toussaint*, some of its members, charged to present a falcon to the vice king of Naples."

The Grand Master, La Valette, manifested great courage and conduct, and received for his successful defence the congratulations of all the Christian Powers of Europe. He shortly after laid the foundation of La Valette, which has become the capital of the island. The Knights continued in possession of it until June 1798, when the French general, Buonaparte, on his way to the conquest of Egypt, succeeded in taking it, more by negotiation and fraud, than fighting. Caffarelli remarked to him, on seeing the stupendous fortifications, "that it had been well for them that some one had been there to open the gates," alluding to the treachery of the French Knights; about three hundred of whom were there at this period, and who were permitted to retire on a pension of seven hundred francs each. Many of them continued with the Egyptian expedition. The English then blockaded the island, and it fell into their power, at the close of 1800, and was the main cause of the renewal of the war between France and England after the peace of Amiens. They have kept possession of it since, and it was confirmed to them by the treaty of Vienna of 1814.

On the 25th March, 1812, a treaty was signed at Amiens for the re-establishment of the Knights, by the King of Spain and the Indies, and the Batavian Republic, on one part, and the King of Great Britain and Ireland on the other. The Knights of the English and French languages were to become extinct, and a Maltese language of Knights to have been created. The forces of his Britannic Majesty were to evacuate the island, and his Sicilian Majesty was to furnish a sufficient garrison, the half of which was to be composed of native Maltese. Its independence and neutrality were guaranteed and proclaimed, and placed under the protection of France, Great Britain, Austria, Spain, Russia, and Prussia. Its ports were to be open to the commerce of all nations, who were to pay an equal and moderate duty. The Sicilian king was invited to furnish a garrison of two thousand men for the different fortresses; and the powers named other than those, parties to the treaty, were to be invited to accede to its stipulations.

It is needless to add that the renewal of the war between France and England effectually prevented the execution of this treaty. The Emperor Napoleon, in the great work which he dictated at St. Helena, says, that "The Knights possessed property in Spain, Portugal, France, Italy, and Germany, and that on the suppression of the Templars, the order of Malta inherited the greater part of their wealth. The monks: donations made by the faithful to the Hospitalers of St. John of Jerusalem, and to the Knights of the Temple, charged to escort Pilgrims, and to protect them from the outrages of the Arabs. They origin of their wealth was the same as that of the had bailies and commanderies throughout Europe, and instead of fulfilling the intention of the donors, they employed their wealth in maintaining expensive households, and in the enjoyment of every luxury. The excess, they employed in enriching their families. The Knights, who were bound to reside two years in the island for their caravans, lived there in inns, which bore the name of their nation, and were by no means well off there. At the time of the Revolution, when the goods of the monks were decreed national, a legislative measure which took effect also in Italy, as fast as the French administration extended itself there, there was not a single protest in favor of the order, even from the ports of Genoa, Leghorn, or Malta."

"It is difficult," he says, "to conceive how the Popes, who were the superiors of this order, and the conservators of its statutes, could neglect to make it perform the duties for which it was founded. Nothing can show more clearly the declining state in which the court of Rome itself was at that period."

"The order was able to maintain a squadron of from eight to ten seventy-fours, and a dozen good frigates and sloop of war."

The writer obtained a sight of a voluminous history of Malta, &c., and the Knights; written by Boisgelin, a Knight of Malta, and published in 1802. It belonged to a citizen of the island, who would willingly have loaned it for perusal, but as there was no certainty of any opportunity of returning, it could only be kept for a few hours. From a rapid glance at its contents, it appeared that the Knights were subjected at Malta to severe discipline, and were sometimes punished capitally under the statutes of the order. On their first obtaining possession of Malta, they quarrelled with, and drew their swords against, each other. The grand master had great difficulty in suppressing the tumult, after which he proceeded to punish the guilty Knights, some of whom were thrown into the sea, and others banished from the island. A prior of Capua, convicted of embezzling the public treasure, was sentenced to perpetual imprisonment, and there ended his days. He could not be punished capitally, being an ecclesiastic. The grand master could be deposed for just cause, of which the court of Rome was the judge. During the siege of Malta, when Valette was grand master, the Turks succeeded in cutting off from the main work a military out-work. The Knights charged with its defence refused to surrender, and all perished.

The island is distant from Sicily fifty-five English miles in a south direction. Its circumference is sixty miles, its greatest length twenty, and its greatest breadth twelve. The centre $14^{\circ} 12'$ Long. E. from London, and in $35^{\circ} 50'$ N. Lat. The longest day in the island is fourteen hours, fifty-two and a half minutes. La Valetta, the capital, was entirely completed in 1571. The population of the island and its dependencies is estimated at about 120,000 souls. The church of St. John is one of the greatest curiosities of the place—adorned with paintings, among the number one of Coreggio's, representing the decollation of the Evangelist. It contains the tombs of the Knights with inscriptions, those of the grand masters being distinguished above the rest. It is a spacious and rich church. The armory is curious, as it displays some ancient armor together with that worn by the Knights, and some pieces of artillery of singular fabric. There is also a valuable public library; extensive barracks, and all the military appurtenances for a large garrison, which consists now of about 3,000 men. There are some wide and spacious streets. The ascent, in landing, up streets of stairs, as Lord Byron calls them, * is painfully fatiguing. The inns which were occupied by the Knights are very large and commodious, and built like the greater part of the houses of stone. They contain a great number of rooms for the use of the individual Knights who dined in a common hall. Each inn was inhabited by the Knights of its particular language. The grand master's palace is occupied as the government house. The Lieut. Governor exercising the executive power, General Ponsonby, was absent, spending the shooting season at Goza. The city contains extensive ranges of buildings on the water side, for arsenals for the navy, where supplies of every kind are kept. The Britannia, 120, one of the four largest ships in their navy; the Ganges, Melville, and Kent, ships of the line, came to anchor while we lay in the harbor. Visits and civilities were interchanged, and a disposition was manifested to treat us with hospitality. The admiral, Sir Pultney Malcolm, a favorite officer, and spoken respectfully of by Napoleon at St. Helena, visited the ship. He is a fine looking, middle sized, old gentleman, apparently about sixty-five years of age, but uncommonly vigorous and active.

To state a nautical fact, Sir Pultney Malcolm expresses a decided preference for chain cables; stating that for the three years that he had commanded the

squadron in the Mediterranean, he had never used any others, and had never met with any accident from them.

The aspect of the city of Valetta, the batteries and entrance of the Harbor, forms an imposing and agreeable *coup d'œil*. The hospitals are extensive and well regulated—one of the attending physicians told our surgeon, that during the last summer they had had at Malta upwards of seven thousand cases of small pox and varioloid, of which number one thousand had died; but only thirty of the latter had been vaccinated—a fact important, indeed of the last importance, in support of the efficacy of vaccination.

The city of Valetta is supplied with fresh water by an aqueduct constructed at the expense of the public treasury, by order of the grand master Wignacourt, from a place called Diar Chandul, extending to the square or piazza of St. George, where there are two fountains, being a distance of nine and a half English miles.

The Maltese show the cave of St. Paul, whom they claim as having been shipwrecked there in the year fifty-six of the Christian era, and the grotto of Calypso. The one story seems to be as apocryphal as the other; as later critics incline to the opinion that St. Paul was stranded on the island of Melita, opposite Illyricum, in the Adriatic: which hypothesis I am induced to prefer, after rather an elaborate investigation of the subject. Anthon, in his new edition of Lempriere, discusses the question at large, furnishing a preponderance of authorities for the latter opinion.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

No. 77, Sept. 22.—Assistant Surgeon R. Weightman, to St. Augustine.

Surgeon W. L. Wharton, to Fort Gibson.

Assistant Surgeon R. Clark, to Baton Rouge.

Assistant Surgeon J. Emerson, to Fort Jesup.

Assistant Surgeon R. Southgate, to Fort Towson.

On the arrival of Assistant Surgeons Emerson and Birdsall, or either of them, at Fort Jesup, Assistant Surgeons McCormick and Sullivan to proceed to Tampa Bay.

GENERAL
ORDERS,
No. 61.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Sept. 20, 1837.

The Secretary of War directs that the following be added to the regulations of the army:

"Assistant Commissaries of Subsistence are to draw the extra allowance attached to their appointments when actually on duty as Assistant Commissaries, or when acting as Quarter Masters. They are, therefore, required to state in their accounts that they were actually doing the duty in the Departments during the time charged."

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

J. N. MACOMB, *Aid de Camp,*
and *Ass't Adj't General.*

MILITARY ACADEMY.

Names of the Cadets admitted into the Military Academy in 1837, showing the State appointed from

Maine, 2.

Albion P. Howe Elisha J. Ford, jr.

New Hampshire, 1.

George R. Phelps

Massachusetts, 5.

Franklin F. Flint Zealous B. Tower

Joseph B. Plummer Aerial W. Whipple

John G. Burbank

Connecticut, 4.

Horatio G. Wright Henry D. Holt

Nathaniel Lyon Henry W. Burbeck

New York, 15.

John S. Willard Charles L. Denman

* "Adieu the joys of La Valette,
Adieu sirocco, sun and sweat,
Adieu ye cursed streets of stairs, &c.

Wm. H. Heath	Geo. W. Wheeler
Josiah S. Baldwin	Wm. H. Hall
Orville C. Pratt	Richard Van W. Thorne
John Beardsley	Charles F. Morris
Claudius W. Sears	David L. White
Leonidas Jenkins	Schuyler Hamilton
Josiah Gorgas	

New Jersey, 3.

Wm. McK. Bostwick	John D. Campbell
Wm. Truex	

Pennsylvania, 12.

Augustus P. Duer	Peter Baldy
Sam'l A. Price	Henry Wilson
Simon S. Fahnestock	Andrew W. Bowman
Thomas C. Hammond	Jno. F. Reynolds
Geo. W. Ayers	Philip W. McDonald
Joseph F. Irons	Alfred Sully

Delaware, 1.

Julius P. Garesche

Maryland, 4.

Wm. Perry	Smith Stansbury
Levi Gantt	Edward Murray

Virginia, 9.

Wm. T. Core	Joseph F. Kent
And. J. Grigsby	Henry B. Sumpter
Wm. E. Hopkins	Robert S. Garnett
Jno. M. Jones	Charles S. Callahan
Sam'l Jones	

North Carolina, 6.

Wilson R. Sutton	Edmund C. Blake
Edward J. Hooper	James M. B. Leach
Harvey A. Allen	John R. Jones

South Carolina, 6.

Richard H. Bacot	Ker B. DeWalt
John B. Morange	Patrick N. Edmonston
Patrick Calhoun	Benjamin A. Berry

Kentucky, 4.

Ransom VanWinkle	Abraham Buford
Reuben F. Maury	John C. McFerran

Georgia, 6.

Bernard Henry	Wm. Ector
John Dunwoody	Frederick G. Clark
Charles J. Williams	Jno H. Holt

Tennessee, 3.

James R. Brazilton	Oliver H. P. Powell
Jno. Love.	

Ohio, 6.

Ichabod F. Anderson	Anderson D. Nelson
Edward S. Menager	George B. Bailey
Wm. T. H. Brooks	And. J. Williamson

Indiana, 3.

Thomas J. Rodman	John M. Brannan
Don Carlos Buell	

Illinois, 2.

Rudolph F. Ernst	Elias K. Kane
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Alabama, 2.

Andaew J. Coffee	Mott Gayle
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Arkansas, 1.

Richard P. Hammond

Michigan, 1.

Mortimer Rosecrants

Wisconsin, 1.

René Gratiot

District of Columbia, 3.

Thomas Donoho	T. D. Beall
James O'Riley	

Sons of those attached to the public service, viz: Army, Navy, and Consuls, 18.

Samuel W. Hart	Robert B. Parker
Charles T. Baker	Samuel Storer
Wm. H. Cummings	Cortland D. McArthur
Francis M. Smith	Lewis G. DeRussy
Frederick Mark	Francis Claxton
Benjamin F. Baden	James Totten
Geo. W. McD. Bigot	Geo. A. Thruston
Winfield Scott Bell	Marsillon Harrison
Winfield Scott Belton	Somerville Nicholson

NAVY.

ORDERS.

Sept. 21—Lt. G. Gansevoort, Navy Yard, New York.
 P. Mid. Jas. R. Lewis, schr. Active, Ex. Ex.
 Mid. J. W. Read, Naval School, New York.
 22—P. Mid. Alonzo R. Davis, schr. Active, Ex. Ex.
 23—Com'r. Ralph Voorhees, Navy Yard, Portsmouth, N. H.
 Lt. Jno. C. Carter, Navy Yard, New York.
 Purser F. B. Stockton, N. Yard, Philadelphia.
 Purser Henry Etting, Navy Yard, Pensacola,
 vice M. K. Buckhanan, relieved.

RESIGNATIONS.

Ass't Surgeon, Thos. A. Parsons,	Sept. 20.
Carpenter Wm. Peterson,	Sept. 21.

VESSELS REPORTED.

Ship Erie, Commodore Renshaw, arrived at Boston on Friday, 15th inst. and anchored off the Navy Yard. Brig Porpoise, Lieut. Com'dt Wilkes, arrived at Provincetown, Cape Cod, on the 17th inst.—all well, having nearly completed the survey of George's Shoal. The Porpoise encountered a severe gale on the 9th, in which she lost her launch and three boats.

DEATHS.

At Bridgeport, Conn., at the house of Mrs. Hubbell, her niece Mrs. GRACE BIXBY, relic of the late ELIAS BIXBY, an officer of the Revolution, in the 86th year of her age. The deceased had out-lived her generation, and had seen entombed all her immediate connexion. Her husband entered the army in his youth, and before he had arrived at four-and-twenty, distinguished himself at the battles of Monmouth, Princeton, and the storming of Stony Point. In the latter engagement he was attached to a corps of Grenadiers, belonging to the Connecticut line. After the capture of the fortress, he, in connexion with the survivors of the Forlorn Hope, and several of the most efficient officers of the Grenadiers, publicly received the thanks of Gen. Wayne. While the husband of the deceased was thus efficiently employed from home, she was not less so in Fairfield county, Conn., her native place. The ladies, in the absence of their husbands, formed themselves into small communities for mutual protection, where their time was employed in making clothes for their husbands in the army, and working standards for its use. When the English passed through Wilton, on their way to Danbury to burn the public stores, the ladies retired to the woods after destroying or concealing every thing that could be available to them. As the rear of the detachment passed through, Mrs. B., with several other ladies, leaving their shelter, sought their home and found an inebriated British soldier in possession, whom they succeeded in binding, and caused him to be marched off to the county jail a *prisoner of war*. After the war she went with her husband to Oneida county, New York, and were among its first settlers. She left it after his decease a few years since to visit the land of her nativity. She died as she had lived, in charity with all, revered by the present generation around her, who reciprocate the legends of these iron times in connexion with the deceased and her veteran husband.

On the 16th day of August last, at the house of James D. Moore, Esq., in Femine Osage township, St. Charles county, Mo., Col. WILLIAM WARD, a veteran of the Revolution. He emigrated from Ireland to this country at the age of eighteen. Feeling an interest in the welfare of his adopted country, he volunteered his services as a soldier, in which capacity, and as a regular, he served during the war of the Revolution. At the close of the Revolution he retired to private life, married the girl of his choice, and filled the offices of Sheriff and Justice of the Peace, for a number of years, in the State of Pennsylvania. The veteran was again called from his retirement by the war of 1812. He again voluntarily, and at his advanced age, tendered his services to his country as a soldier, in which capacity, at the siege of Malden and other places, he distinguished himself far above his youthful competitors. He died in the eighty-second year of his age, regretted by all who knew him. He has left a disconsolate wife and family, and a number of friends and acquaintances, to mourn over the memory of the departed Hero. He died as he lived, an honest man. H.

